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BEFORE THE

SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 35087

CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK CORPORATION

-CONTROL-

EJ&E WEST COMPANY

PETITION FOR STAY OF WILL COUNTY, ILLINOIS

EXPEDITED TREATMENT REQUESTED

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Dated: January 5, 2009

BEFORE THE

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CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK CORPORATION

-CONTROL-

EJ&E WEST COMPANY

PETITION FOR STAY OF WILL COUNTY, ILLINOIS EXPEDITED TREATMENT REQUESTED

Will County, Illinois ("Will County"), pursuant to 49 C.F.R §1115, 3(F), petitions the Surface Transportation Board ("STB" or "Board") to stay the effective date of Decision No. 16 in the above-captioned proceeding pending ruling on any petitions for reconsideration, judicial review, and compliance with the National Environmental Policy Act, 42 U.S.C. §4321, et seq. ("NEPA"). The Village of Barrington, Illinois ("Barrington") has filed the Petition for Stay of the Village of Barrington, Illinois (BARR-7) in which Barrington has persuasively articulated the facts and reasons why a stay is warranted, and why each of the elements required for a stay are present in this case. Rather than repeat the facts and arguments made by Barrington in its stay petition, Will County adopts and incorporates them by reference in support of its petition for a stay.

In addition to the arguments made by Barrington concerning irreparable harm generally and specifically with respect to Barrington if the stay petition is not granted and the proposed acquisition occurs, Will County also will suffer specific irreparable environmental harm. The Elgin, Joliet and Eastern Railway Company (EJ&F") lines run from the Wisconsin border

through densely populated communities in Illinois in Lake County, northwest Cook County, DuPage County, Will County, and southern Cook County, and then into densely populated areas in Indiana. In Will County, the EI&E effectively bisects Will County. There are 52 public at grade crossings in Will County involving the EJ&E, with 38 of those on the mainline. See Opening Memorandum of Will County (WILL-5) at 2-3 and Ex. 2 thereto at ¶7. Rail traffic in Will County from the East Joliet Yard northward is projected to grow from 18 to 45 trains daily, and rail traffic from the East Joliet Yard south to the county border is projected to grow from 6 to 28 trains daily. Id. at 3 and Ex. 1 thereto at ¶7. The increase in hazardous materials carried on those lines is projected to grow by approximately 700 percent. Railroad Control Application (CN-2) at 247, Attachment A-2. Will County has a population in excess of 700,000 people. Opening Memorandum of Will County (WILL-5) at 2 and Ex. 1 thereto at ¶5.

The environmental impact and harm resulting from the proposed enormous increase in train traffic in Will County was the subject of extensive discussion in the STB's environmental analyses. See generally, Draft Environmental Impact Statement, STB Finance Docket No. 35087 (July 25, 2008) (DEIS"), Table 2-9, Summary of Potential Environmental Impacts due to Change in Rail Operations at 2-71 to 2-78; DEIS, Table 2-11, Summary of Potential Environmental Impacts — Joliet Connection at 2-86 to 2-89; DEIS, Table 2-15 Summary of Potential Environmental Impacts — Kirk Yard Connections at 2-103 to 2-104; DEIS, Table 2-16, Summary of Potential Impacts — Double Track, at 2-105 to 2-109. The specific analyses of environmental impacts on and harm to individual Will County communities and Will County residents are sprinkled liberally throughout the analyses for Chapter 4 of the DEIS, which describes the environmental consequences of the proposed transaction in diverse areas such as at-grade crossings; increased hazardous waste spillage risks; transportation systems; hazardous waste

sites; land use; socioeconomics and environmental justice; air quality, noise; and vibration; and biological, water and cultural resources. The fact that irreversible harm will occur in Will County if the proposed acquisition is allowed to proceed is noncontrovertible.

For all the reasons set forth above, and in Barrington's stay petition, the effective date of Decision No. 16 should be stayed pending ruling on any such petitions for reconsideration, judicial review and compliance with NEPA.

> Respectfully submitted, WILL COUNTY, ILLINOIS

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CERTIFICATE OF SERVICE

I hereby certify that on January 5, 2009, I caused the foregoing Will County's Petition for Stay to be served via first class mail, postage prepaid, or by a more expeditious method of delivery on all parties of record and on the following:

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STB Finance Docket No. 35087

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